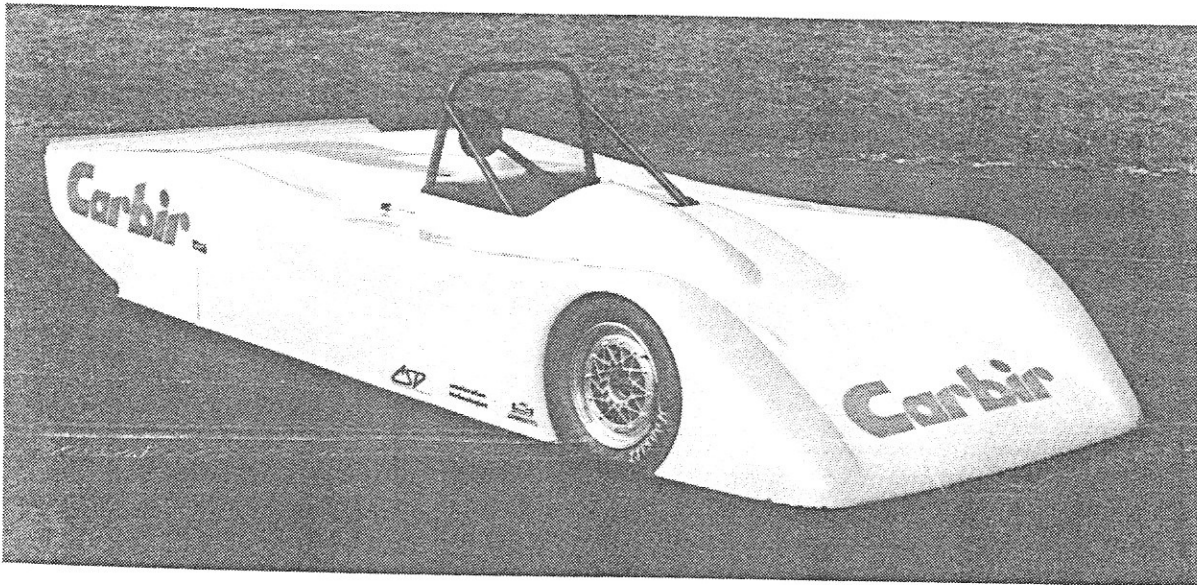


NEW FOR 1997 S/2000 & ACRL.....

NOW IN PRODUCTION!

CARBIR CS-2



CARBIR CS-2 SETS PACE IN DEBUT!

After capturing the pole in its debut at the ACRL season finale, Carbir Race Cars is completing extensive testing of the CS-2 in preparation for the manufacture of customer cars.

Production will begin in November. Reservations are now being accepted for the initial run of cars.

Call now to take the first step toward winning the 1997 Championship!



RACE CARS inc.

1220 Falls Road • Grafton, WI 53024 • 414-377-2850

Carbir Race Cars, Inc. has undertaken the mission of providing the North American Sports Racing and Formula car has competitor with a high quality, competitive, American-built chassis—featuring design elements, levels of technical support, and spares service previously unavailable in these markets. The story of Carbir can be traced to the two complimentary motorsports backgrounds of Carbir principals, Carl Seaberg and Brian Utt, and their vision of meeting the needs of racers in these Series. Both have been successful in separate, yet related, areas of motorsports since the 1970's and their combined expertise is uniquely well-suited to this task.

Carbir's first car, the CS2 for Sports 2000 and ACRL competition, was conceived as a result of the increased manufacturer interest in the Oldsmobile Pro Series in 1992. That year three new American constructors debuted Pro-Olds cars to challenge what were, at that time, five-year-old designs from long-standing sports racing constructors who were no longer producing cars. Although each of the new cars had its merits and won races, none was able to break either the competitive dominance or the grid count of the established marques. By 1994, those new manufacturers were either stagnating at zero sales or had gone on to other projects. Championships in Sports 2000, the North American Pro Series, and the ACRL, continued to be won by what were now seven-year old designs.

Looking at Sports 2000 in mid-1994, Carl Seaberg felt the time was right for someone to "have another go at it." In his role as Sports 2000 project manager for one of the new constructors, Carl had spent two years talking to people from every area of the sport: customers, potential customers, drivers, series champions, crew chiefs, officials, promoters, car component suppliers. What Carl heard over and over was that none of the new cars which had come out in 1992 had met the expectations of the market effectively. It was clear that if someone could produce the kind of car that people within the sport were asking for, success was inevitable.

At the same time, Brian Utt, of Motorsport Composites, was thinking along similar lines and hearing similar comments. An established and respected supplier of composite parts to formula and sports racing constructors, Motorsport Composites had seen Sports 2000 grow to become its largest market. Realizing the interest in this area of competition, Brian entered into discussions with Carl Seaberg that led to the creation of a joint venture.

Encouraged by current market conditions and opportunities, Carbir Race Cars, Inc. formally came into existence on April 3, 1995. Carbir Race Cars, Inc. is a privately held corporation incorporated under the laws of the state of Wisconsin. Brian Utt serves as Carbir's Commercial Director, and Carl Seaberg serves as Technical Director.



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PROFILE: CARL SEABERG

Carl Seberg has compiled an impressive history of success in motorsports. His technical knowledge, networking skills, and results-oriented management style are well-respected in the industry.

Carl's experience in motorsports began with eight years as a driver and mechanic in SCCA national and regional races during the 1970's and 1980's. His professional career began in 1985 with two years on Detroit-based factory SCCA Trans Am and IMSA GTO teams—first as tire man and later advancing to mechanic. In 1987 he moved to Chicago to set up and manage MTI Racing for Chicago area businessman/racer, Jim Miller. This association set the course that ultimately led to the Chevrolet-supported MTI Racing/Chevrolet GTP program of 1991-1992.

Carl started in 1987 as team manager, engineer, and chief mechanic for Jim Miller's Sports 2000 car. By 1988 Carl had traded his mechanic's duties for the complete responsibilities of managing a two-car team for the Pro-Sports 2000 Series. That year, MTI Racing, with Jim Miller and Pat Hill driving, recorded four victories, five seconds, three thirds, five poles, and six fastest laps in the nine race series.

In 1989 Carl presided over MTI Racing's upward move to the IMSA GTP category, again serving as team manager and engineer, this time with the team's new Spice 89P Chevrolet. With lead driver Bob Earl, the team compiled a first year record of five top five finishes (including two second place finishes) in IMSA's premier class. Near the end of 1989 Carl was responsible for establishing MTI Racing's relationship with noted racecar designer Bob Riley, and moving the racing operation to Wixom, Michigan, adjacent to the newly-formed Pratt & Miller Engineering & Fabrication (also owned by Jim Miller).

In 1990 Carl's continuing leadership resulted in continued success, now with Wayne Taylor driving the MTI Racing GTP Spice. The team scored three top five finishes, led a number of events and added one lap record and one qualifying record to their scorecard. Simultaneously, Carl was contributing to the concept development and prototype construction of MTI Racing's 1991 IMSA GTP Series challenger, the Bob Riley-designed RM-1 Chevrolet GTP car.

In mid 1991 Carl was promoted to project manager for Pratt & Miller's new Sports 2000 car, the Bob Riley-designed Miller RM-2. He steered the project to an on-schedule and on-budget initial production run, previously a rare occurrence in the racing industry. In addition to the general administrative duties associated with managing a project, Carl was also responsible for detail design and manufacturing procedures for the RM-2 monocoque.

The past two years Carl has been primarily occupied with design projects and technical administration for Pratt & Miller Engineering and their principal customer, one of the "Big 3" automakers. Most recently, Carl managed the joint construction program for their Trans Am car. He was responsible for liaison with corporate project managers and design engineers, managing Pratt & Miller's CAD department, and overall project planning and administration.



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PROFILE: BRIAN UTT

Brian Utt's wide-ranging experience in motorsports has provided unique and relevant preparation for meeting the challenges of the future. He is widely regarded as an innovator in the industry.

Brian started racing his own GT-1 corvette in SCCA club events in 1979. In just two short years, Brian was racing in SCCA's premier professional series, the Trans Am Championship. In 1981 and 1982 Brian competed in seven Trans Am races, recording several top ten finishes. It was during this time that he saw the need for purpose-built bodywork for racecars and introduced lightweight bodywork specifically designed for road racing.

In 1982 Brian targeted entrant-driver activities in IMSA's GTO class. Seeing a need for affordable, production-based racecars, he started a racecar construction business, a logical offshoot of having always built his own cars. Soon Brian Utt Racing Enterprises was a success story, producing more than twenty tube-frame corvettes and camaros for Trans Am, GTO, and GT-1 competition between 1982 and 1986, as well as continuing to provide bodywork for these cars.

From 1982 to 1984 Brian competed in IMSA GTO as much as budget constraints and business pressures allowed, resulting in several podium finishes. At the Daytona 24-Hour race in 1984, Brian introduced the 1984 corvette to IMSA competition. By the end of 1984 Brian was at the crossroad that many racers reach—choosing between driving and team ownership. Brian chose to concentrate on the development of specialized racecar bodywork and devoted his efforts to expanding his business, Competition Fiberglass. He sold his cars and race team assets to Morrison Racing, who also went on to be successful in motorsports.

As Brian wound down his racing activities, he funneled into Competition Fiberglass the energies that had made his past business successful. From the modest beginning of making fiberglass camaro and corvette bodies, he advanced into what would soon become his core business, bodywork for sports racing and formula cars. Brian was the first to introduce kevlar bodywork to Formula Atlantic cars, offering a drastic reduction in weight while also providing a higher degree of safety. Following logical progression, he then introduced kevlar and eventually carbon fiber to sports racing competitors. At one time or another, Competition Fiberglass has been the OEM bodywork supplier for Lola S/2000, Ralt America, Swift Cars, Pratt & Miller Engineering, and Shannon Cars.

Adhering to the business principle that deliberate, planned growth is a requisite for business success, Brian began planning for the future. In early 1994, with an increasing leadership role in the development and design of advanced composites for racing, Competition Fiberglass became Motorsport Composites and continued to expand its resources and capabilities. Brian had a purpose-built 10,000 square foot shop constructed on a three-acre site just north of Milwaukee, Wisconsin. With dedicated areas for modeling, wet lay-up, mould storage, and pre-preg composites, Motorsport Composites is emerging as the new leader in composites technology for the racecar industry.

Motorsport Composites presently employs a permanent workforce of twenty and counts among its customers championship-winning teams in WSC, GTS, Indy cars and Sports 2000.



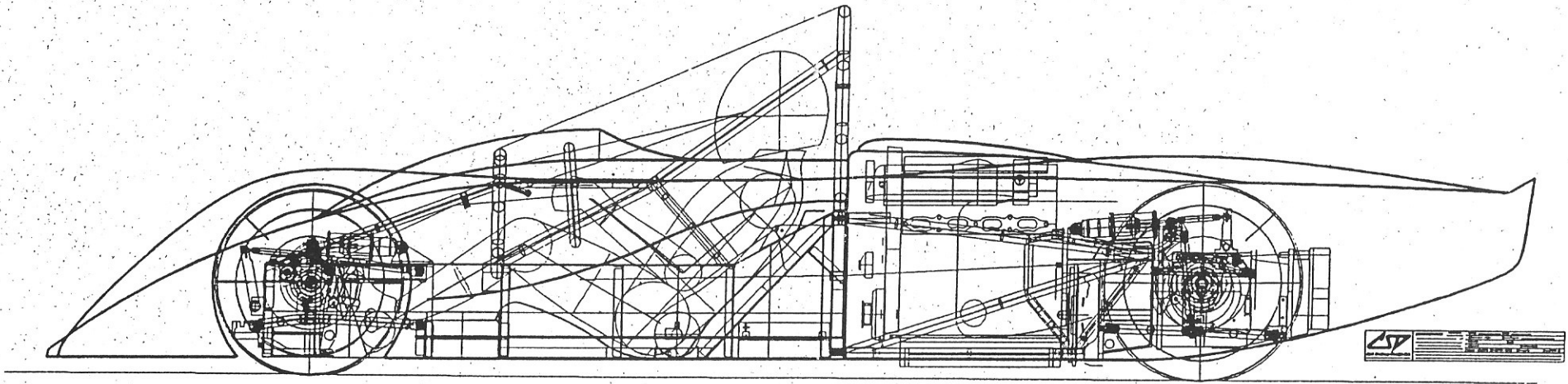
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FACT SHEET

- Driver:** Jeff Glenn / Pleasanton, California
- Engineer:** Eric Purcell / San Francisco, California
- Chassis:** Carbir CS2, designed by Carl Seaberg and built by Carbir Race Cars Inc. Riveted aluminum monocoque construction with longitudinally mounted Penske shocks actuated through a pushrod and bell crank. Ventilated disk brakes are utilized at all four corners.
- Engine:** American City Racing League trim - a 2000 cc four cylinder Cosworth YAC twin - cam with four valves per cylinder. Output is approximately 190 horsepower at 7200 RPM. Cosworth engines are built and tuned by S. Jennings Racing located in Santa Ana, California.
- Gearbox:** Four - speed non - synchromesh racing gearbox. Built by Staffs Silent Gear Company of England, these gearboxes provide for extremely fast gearchanges without using the clutch.
- Tires:** All American City Racing League competitors run on Hoosier racing slicks. Front tire size is 20 x 7.0 x 13 inches, and rear tires are 22 x 9.0 x 13 inches. Hoosier also supplies rain tires to the ACRL series.
- Fuel:** Daeco is the official fuel provider for the ACRL.
- Bodywork:** Kevlar and / or carbon fiber. Motorsport Composites is a technological partner with Carbir, and produces all Carbir bodywork.
- Cockpit:** Adjustable brake balance, controls for the two way radio, and an on board fire extinguisher system are all located in the cockpit of the Carbir. An on board data acquisition computer system gathers information that assists engineering the car setup and driver feedback.

FOR ADDITIONAL INFORMATION ON CARBIR RACE CARS FACTORY RACING TEAM AND THE AMERICAN CITY RACING LEAGUE CONTACT JAG Promotions AT 510 / 846-7431, FAX 510 / 846-3203 OR EMAIL JAGPROMO@aol.com.



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